

### III. SCEA CRITERIA AND TRANSIT PRIORITY PROJECT CONSISTENCY ANALYSIS

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#### 1. SENATE BILL 375

The State of California adopted SB 375, The Sustainable Communities and Climate Protection Act of 2008, which outlines growth strategies that better integrate regional land use and transportation planning and that help meet the State of California’s greenhouse gas reduction mandates. SB 375 requires the State’s 18 metropolitan planning organizations to incorporate a “sustainable communities strategy” into the regional transportation plans to achieve their respective region’s greenhouse gas emission reduction targets set by California Air Resources Board (CARB). The Southern California Association of Governments (SCAG) is the metropolitan planning organization that has jurisdiction over the Project Site.

For the SCAG region, pursuant to SB 375, CARB set greenhouse gas (GHG) emissions reduction targets that were updated in 2018 to an 8 percent reduction by 2020 and a 19 percent reduction by 2035 in per capita passenger vehicle GHG emissions, which became effective October 1, 2018.<sup>1</sup> On April 7, 2016, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS): A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life. The 2016 RTP/SCS outlines strategies that meet or exceed these targets set by CARB.<sup>2</sup> On June 28, 2016, pursuant to California Government Code Section 65080(b)(2)(1), CARB accepted SCAG’s determination that its 2016 RTP/SCS would, if implemented, achieve CARB’s applicable GHG reduction targets.<sup>3</sup>

#### 2. TRANSIT PRIORITY PROJECT CRITERIA

SB 375 provides CEQA streamlining benefits to transit priority projects (TPPs). A TPP is a project that meets the following four criteria (Public Resources Code [PRC] Section 21155 (a) and (b)):

1. Is consistent with the use designation, density, building intensity, and applicable policies specified for the project area in SCAG’s 2016 RTP/SCS;
2. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
3. Provide a minimum net density of at least 20 units per acre; and
4. Is located within one-half mile of a major transit stop or high-quality transit corridor included in the 2016-2040 RTP/SCS.

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<sup>1</sup> California Air Resources Board, *SB 375 Regional Plan Climate Targets*, website: <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>, accessed: August 2019.

<sup>2</sup> Southern California Association of Governments, *2016–2040 Regional Transportation Plan / Sustainable Communities Strategy, Introduction*, April 19, 2012.

<sup>3</sup> California Air Resources Board, *Executive Order No. G-16-066*, website: [https://www.arb.ca.gov/cc/sb375/scag\\_executive\\_order\\_g\\_16\\_066.pdf](https://www.arb.ca.gov/cc/sb375/scag_executive_order_g_16_066.pdf), accessed: August 2019.

As discussed below, the Project qualifies as a TPP pursuant to the criteria set by PRC Section 21155 and outlined above.

***Consistency with Criterion #1: Project consistency with use designation, density, building intensity, and applicable policies specified for the Project area in SCAG’s 2016-2040 RTP/SCS.***

#### Use Designation, Density, and Building Intensity

For the 2016-2040 RTP/SCS, using data collected from local jurisdictions, SCAG categorized existing land use into land use types, then combined the land use types into 35 Place Types (see Figure III-1) and classified sub-regions into one of three land use development categories (LDCs): urban, compact, or standard.<sup>4</sup> SCAG used each of these categories to describe the conditions that exist and/or are likely to exist within each specific area of the region.<sup>5</sup> SCAG notes that the LDCs utilized in the RTP/SCS are not intended to represent detailed land use policies, but are used to describe the general conditions likely to occur within a specific area if recently emerging trends, such as transit-oriented development, were to continue in concert with the implementation of the 2016-2040 RTP/SCS.

The SCAG designation for the Project Site is “Urban” LDC, the highest density and most intense land development category assessed in the 2016-2040 RTP/SCS (refer to Figures III-2 and III-3). The RTP/SCS defines the Urban areas as often found within and directly adjacent to moderate and high-density urban centers. The most intense development types are anticipated in the Urban LDC, as compared to Compact and Standard LDCs. The 2016-2040 RTP/SCS states the following:

“nearly all urban growth in these areas would be considered infill or redevelopment. The majority of housing is multi-family and attached single-family (townhome), which tend to consume less water and energy than the large types found in greater proportion in less urban locations. These areas are supported by high levels of regional and local transit service. They have well-connected street networks, and the mix and intensity of uses result in a highly walkable environment. These areas offer enhanced access and connectivity for people who choose not to drive or do not have access to a vehicle.”<sup>6</sup>

The Urban LDC consists of multiple urban footprint scenario models, including Urban Mixed Use, Urban Residential, Urban Commercial, City Mixed Use, City Residential, City Commercial, Town Mixed Use, Town Residential, and Town Commercial.<sup>7</sup> The Project Site would be consistent with the City Mixed Use place types within the Urban LDC, which is defined below.

City Mixed Use: City Mixed Use areas are transit-oriented and walkable, and contain a variety of uses and building types. Typical buildings are between 5 and 30 stories tall, with ground-floor retail space, and offices and/or residences on the floors above. Parking is usually structured below or above ground.

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<sup>4</sup> SCAG, 2016-2040 RTP/SCS, Page 20, accessed at <http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf>.

<sup>5</sup> SCAG, 2016-2040 RTP/SCS, Pages 20-21, accessed at <http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf>.

<sup>6</sup> *Ibid.*

<sup>7</sup> SCAG, 2016-2040 RTP/SCS Background Documentation, Reference Document 9, 2016; SCAG, 2016-2040 RTP/SCS Background Documentation, Reference Document 6.

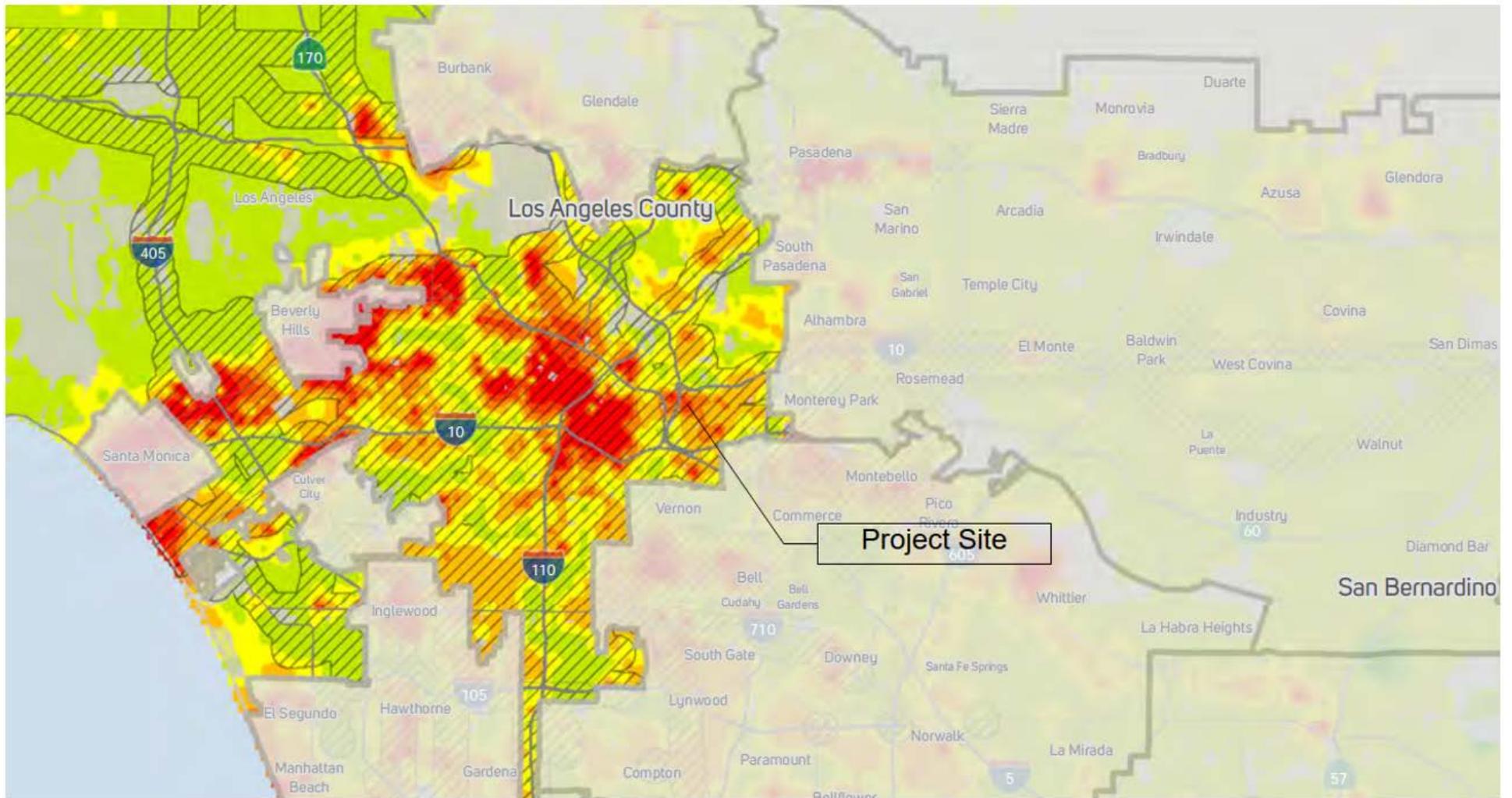
**Figure III-1 SCAG General Plan Land Use Types**



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Fig. III-1 SCAG General Plan Land Use Types

**Figure III-2 Forecasted Regional Development Types by Land Development Categories (2012)**



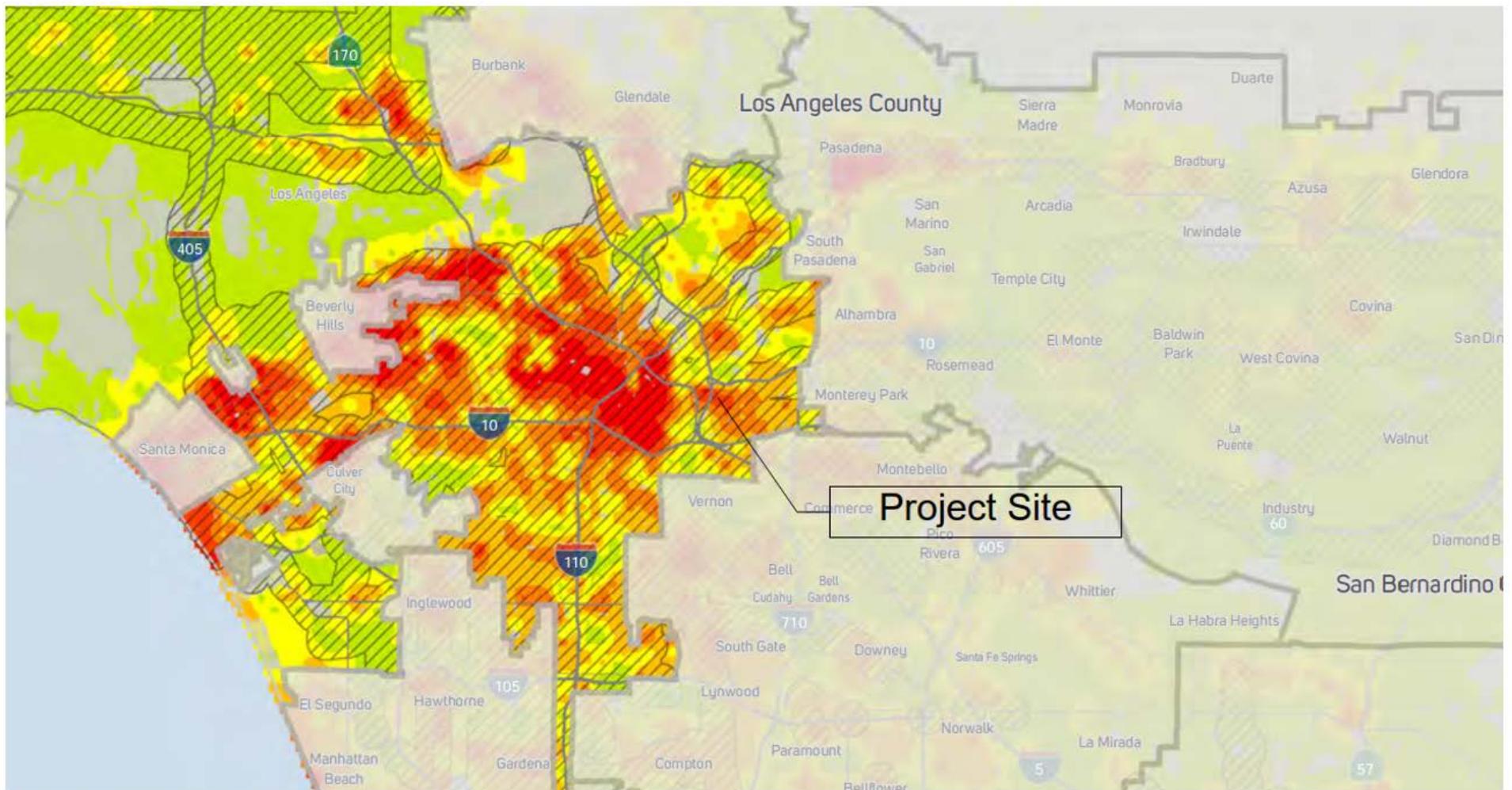
HQTA (2012)
  California Protected Areas Database (CPAD)
  Urban Compact Standard

(Source: SCAG, 2015)

Description of LDCs can be found on page 43.

Note: The forecasted land use development patterns by LDCs shown are based on Transportation Analysis Zone (TAZ) level data utilized to conduct required modeling analyses. Data at the TAZ level or at a geography smaller than the jurisdictional level are advisory only and non-binding, because SCAG sub-jurisdictional forecasts are not to be adopted as part of the 2016 RTP/SCS. For purposes of qualifying for future funding opportunities and/or other incentive programs, sub-jurisdictional data and/or maps used to determine consistency with the Sustainable Communities Strategy shall only be used at the discretion and with the approval of the local jurisdiction. However, this does not otherwise limit the use of the sub-jurisdictional data and/or maps by SCAG, CTCs, Councils of Governments, SCAG Subregions, Caltrans and other public agencies for transportation modeling and planning purposes. Any other use of the sub-jurisdictional data and/or maps not specified herein, shall require agreement from the Regional Council, respective policy committees and local jurisdictions.

**Figure III-3 Forecasted Regional Development Types by Land Development Categories (2040)**



HOTA (2040)
  California Protected Areas Database (CPAD)
  Urban Compact Standard

Note: The forecasted land use development patterns by LDCs shown are based on Transportation Analysis Zone (TAZ) level data utilized to conduct required modeling analyses. Data at the TAZ level or at a geography smaller than the jurisdictional level are advisory only and non-binding, because SCAG sub-jurisdictional forecasts are not to be adopted as part of the 2016 RTP/SCS. For purposes of qualifying for future funding opportunities and/or other incentive programs, sub-jurisdictional data and/or maps used to determine consistency with the Sustainable Communities Strategy shall only be used at the discretion and with the approval of the local jurisdiction. However, this does not otherwise limit the use of the sub-jurisdictional data and/or maps by SCAG, CTCs, Councils of Governments, SCAG Subregions, Caltrans and other public agencies for transportation modeling and planning purposes. Any other use of the sub-jurisdictional data and/or maps not specified herein, shall require agreement from the Regional Council, respective policy committees and local jurisdictions.

(Source: SCAG, 2015)

Description of LDCs can be found on page 43.

The Project is consistent with the Urban LDC and the City Mixed-Use place type as described in the 2016-2040 RTP/SCS, as it is located in a dense urban area and proposes to develop uses and buildings that are consistent with the contemplated place types of the RTP/SCS. Specifically, the Site is surrounded by urban land uses, including multifamily residential buildings as well as a mix of commercial buildings set in a walkable context. Moreover, the Site is well served by existing and proposed transit infrastructure, including bus transit lines along Soto Street and 1<sup>st</sup> Street, as well as the Soto Station Metro Gold Line.

At this urban location, the Project would develop a new 5-story 64.5-foot-tall mixed-use building containing a total of 64 residential units and 2,443 square feet of commercial retail space. The parking for the building would be located in a new subterranean parking garage. The building would result in an FAR of approximately 1.65:1, which is consistent with the FAR contemplated for the Town Mixed-Use place types (less than 3.4:1) and the proposed four above ground floors would be consistent with the 3-40 floor range set by the City Mixed-use place type. Construction of the Project would result in 64 units on a one-acre property, which is consistent with the gross density range of 10-75 units per acre. As such, the Project’s scale, location, and mixture of land uses would be consistent with Urban LDC and corresponding City Mixed-use place types which call for developments that integrate residential uses as well as non-residential uses and subterranean parking near transit as described in the 2016-2040 RTP/SCS.

Applicable Policies Specified for the Project Area

The Project would be consistent with applicable goals and policies presented within SCAG’s 2016-2040 RTP/SCS. Refer to Table III-1 below for the Project’s consistency analysis.

**Table III-1  
Consistency Analysis with the 2016-2040  
Regional Transportation Plan / Sustainable Community Strategy**

Goals and Policies	Consistency Assessment
<b>2016-2040 RTP/SCS Goal 1</b> Align the plan investments and policies with improving regional economic development and competitiveness.	<b>Not Applicable.</b> This Goal is directed towards SCAG and the City of Los Angeles and not does apply to the Project.
<b>2016-2040 RTP/SCS Goal 2</b> Maximize mobility and accessibility for all people and goods in the region.	<b>Consistent.</b> The Project Site is located in a highly urbanized area in the City of Los Angeles within a high quality transit area (HQTA) (as defined by SCAG). The Project involves the development of a 5-story, mixed-use affordable housing building consisting 63 affordable units and one market rate manager's unit, 2,443 square feet of ground floor commercial space, and 50 total automobile parking spaces in a one level subterranean parking garage within an HQTA as defined by SCAG and a TPA as defined by SB 743. The Project would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line. Moreover, the Project is served by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770, and Montebello bus line 40. The Project would provide residents, employees, and visitors with convenient access to public transit and opportunities for walking and biking. The location of the Project encourages a variety of transportation options and access and is therefore consistent with this Goal.
<b>2016-2040 RTP/SCS Goal 3</b> Ensure travel safety and reliability for all people and goods in the region.	<b>Consistent.</b> The Project would improve the public sidewalks adjacent to Project Site and include active ground floor uses to enhance the pedestrian experience and promote walkability within

**Table III-1  
Consistency Analysis with the 2016-2040  
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Goals and Policies	Consistency Assessment
	<p>the Metro Soto Station Plaza and public right-of-way along 1<sup>st</sup> Street and Soto Street. In addition, the Project would provide 66 bicycle parking spaces to promote travel by bicycle. The Project includes the construction of one vehicle loading space that would be accessible by the alley to the west of the site. The designated loading space would ensure the safe delivery of goods and supplies to the site. Furthermore, the Project would be subject to the site plan review requirements of the City of Los Angeles and work with the Department of Building and Safety, Department of Transportation and the Los Angeles Fire Department to ensure that all access roads, driveways and parking areas would not create a design hazard to local roadways.</p>
<p><b>2016-2040 RTP/SCS Goal 4</b> Preserve and ensure a sustainable regional transportation system.</p>	<p><b>Not Applicable.</b> This goal is directed towards SCAG and does not apply to the Project. Nevertheless, the 2016-2040 RTP states, “A transportation system is sustainable if it maintains its overall performance over time in an equitable manner with minimum damage to the environment, and at the same time does not compromise the ability of future generations to address their transportation needs. Sustainability, therefore, pertains to how our decisions today impact future generations. One of the measures used to evaluate system sustainability is the total inflation-adjusted cost per capita to maintain our overall multimodal transportation system performance at current conditions. The 2016 RTP/SCS includes two additional new measures to support this outcome: State Highway System pavement condition and local roads pavement condition.”<sup>8</sup> As discussed in the Project’s Transportation Impact Study (Transportation Study) (Appendix D), the Project would not create a significant impact at any of the five Study intersections. Additionally, as discussed in the Transportation Impact Study, the Project would not create a significant impact at any CMP monitoring location. As such, the proposed Project would not conflict with the regional transportation system.</p>
<p><b>2016-2040 RTP/SCS Goal 5</b> Maximize the productivity of our transportation system.</p>	<p><b>Consistent.</b> The Project involves the development of a 5-story, mixed-use affordable housing building consisting 63 affordable units and one market rate manager's unit, 2,443 square feet of ground floor commercial space, and 50 total automobile parking spaces in a one level subterranean parking garage. The Project would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line. The Project is served by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770, and Montebello bus line 40. Given the Project’s location close to transit, the Project will encourage the utilization of transit as a mode of transportation to and from the Project area. Thus, the Project will contribute to the productivity and use of the regional transportation system by providing housing and jobs near transit. As discussed in the Project’s Transportation Study, the Project would not create a significant</p>

<sup>8</sup> SCAG, 2016-2040 RTP/SCS, April 2016 (page 164).

**Table III-1  
Consistency Analysis with the 2016-2040  
Regional Transportation Plan / Sustainable Community Strategy**

Goals and Policies	Consistency Assessment
	impact at any of the study intersections (Appendix D). Additionally, as discussed in the Transportation Study, the Project would not create a significant impact at any CMP monitoring location.
<p><b>2016-2040 RTP/SCS Goal 6</b> Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).</p>	<p><b>Consistent.</b> The Project Site’s location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. The Project would improve the public sidewalks adjacent to Project Site and would include active ground floor uses adjacent to the Metro Soto Station Plaza which would enhance the pedestrian experience and promote walkability. In addition, the Project will provide 66 bicycle spaces to promote travel by bicycle. Thus, the Project would reduce vehicles-per-miles traveled and help improve air quality. The Project supports active transportation.</p>
<p><b>2016-2040 RTP/SCS Goal 7</b> Actively encourage and create incentives for energy efficiency, where possible.</p>	<p><b>Consistent.</b> The Project would comply with the City of Los Angeles Green Building Code and the California Green Building Code, including requirements for energy efficient appliances and at least five percent of all code-required parking spaces on-site shall include electric vehicle (EV) charging stations (LAMC 99.04.106.4.2).</p>
<p><b>2016-2040 RTP/SCS Goal 8</b> Encourage land use and growth patterns that facilitate transit and active transportation.</p>	<p><b>Consistent.</b> As stated above, the Project Site is located in a highly urbanized area in Boyle Heights within an HQT (as defined by SCAG) and a TPA (as defined by SB 743). The Project would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line. Moreover, the Project is served by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770, and Montebello bus line 40. The Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking. The Project would develop residential and commercial uses near mass transit and in close proximity to services, retail stores, and employment opportunities. The location of the Project encourages a variety of transportation options and access and is therefore consistent with this Goal.</p>
<p><b>2016-2040 RTP/SCS Goal 9</b> Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.</p>	<p><b>Not Applicable.</b> This goal is directed towards SCAG to ensure the safety and security of the regional transportation system. No further discussion is required.</p>
<p><b>2016-2040 RTP/SCS Guiding Policy 1</b> Transportation investments shall be based on SCAG’s adopted regional Performance Indicators.</p>	<p><b>Not Applicable.</b> This policy is directed towards SCAG in allocating transportation investments. This goal does not apply to the individual development projects and no further analysis is required.</p>
<p><b>2016-2040 RTP/SCS Guiding Policy 2</b> Ensuring safety, adequate maintenance and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region.</p>	<p><b>Not Applicable.</b> This policy is directed towards SCAG in allocating transportation system funding. Nevertheless, the Project would contribute to a safe, well maintained, and efficient multimodal transportation system. The Project would improve the public sidewalks adjacent to Project Site and would include active ground floor uses within the Metro Soto Station Plaza which would enhance</p>

**Table III-1  
Consistency Analysis with the 2016-2040  
Regional Transportation Plan / Sustainable Community Strategy**

Goals and Policies	Consistency Assessment
	the pedestrian experience and promote walkability. As discussed in the Project’s Transportation Study, the Project would not create a significant impact at any of the study intersections (see Appendix D). Additionally, the Project would not create a significant impact at any CMP monitoring location.
<p><b>2016-2040 RTP/SCS Guiding Policy 3</b> RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives.</p>	<p><b>Not Applicable.</b> This Goal is directed towards SCAG and the City of Los Angeles and not does apply to the Project. Nevertheless, the Project Site is located in a highly urbanized area in the City of Los Angeles within an HQTAs (as defined by SCAG). The Project involves the development of a 5-story, mixed-use affordable housing building consisting 63-affordable units and 1-market rate manager's unit, 2,443 square feet of ground floor commercial space, and 50 total automobile parking spaces in a one level subterranean parking garage within an HQTAs as defined by SCAG and a TPA as defined by SB 743. The Project Site’s location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Therefore, the Project would increase residential uses in transit-rich areas near services, retail, and employment opportunities.</p>
<p><b>2016-2040 RTP/SCS Guiding Policy 4</b> Transportation demand management (TDM) and active transportation will be focus areas, subject to Policy 1.</p>	<p><b>Not Applicable.</b> This policy is directed towards transportation investment by SCAG. However, the Project would support active transportation (e.g. walking and bicycling) by improving the public sidewalks adjacent to Project Site and by including active ground floor uses adjacent to the Metro Soto Station Plaza which would enhance the pedestrian experience and promote walkability. In addition, the Project will provide 66 bicycle spaces to promote travel by bicycle. Moreover, the Project’s location within an HQTAs promotes the use of public transit and pedestrian activity.</p>
<p><b>2016-2040 RTP/SCS Guiding Policy 5</b> HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1.</p>	<p><b>Not Applicable.</b> This policy is directed towards transportation investment by SCAG to support HOV, transit and rideshare. Although this policy is not applicable to the Project, the Project’s location in an HQTAs promotes the use of public transit and pedestrian activity.</p>
<p><b>2016-2040 RTP/SCS Guiding Policy 6</b> The RTP/SCS will support investments and strategies to reduce non-recurrent congestion and demand for single occupancy vehicle use, by leveraging advanced technologies.</p>	<p><b>Not Applicable.</b> This Guiding Policy relates to SCAG goals in supporting investments and strategies to reduce congestion and the use of single occupancy vehicles. Nevertheless, the Project is located within an HQTAs (as defined by SCAG) and a TPA (as defined by SB 743). The Project would support public transportation and other alternative methods of transportation (e.g., walking and biking).</p>
<p><b>2016-2040 RTP/SCS Guiding Policy 7</b> The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system and sustainable outcomes in the long run.</p>	<p><b>Not Applicable.</b> This policy is directed towards SCAG and governmental agencies to encourage and support transportation investments.</p>

**Table III-1  
Consistency Analysis with the 2016-2040  
Regional Transportation Plan / Sustainable Community Strategy**

Goals and Policies	Consistency Assessment
<p><b>2016-2040 RTP/SCS Guiding Policy 8</b> Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.</p>	<p><b>Not Applicable.</b> This policy is directed towards SCAG and the City of Los Angeles and not does apply to the Project.</p>
<p><b>2016-2040 RTP/SCS Land Use Policy 1</b> Identify regional strategic areas for infill and investment.</p>	<p><b>Not Applicable.</b> This policy is directed towards SCAG to identify regional strategic areas. The Project is an infill development in an HQTAs (defined by SCAG) and within a TPA (as defined by SB 743). The Project would be providing affordable residential units and commercial uses in a highly urbanized area within the City of Los Angeles.</p>
<p><b>2016-2040 RTP/SCS Land Use Policy 2</b> Structure the plan on a three-tiered system of centers development.<sup>9</sup></p>	<p><b>Not Applicable.</b> This Land Use Policy is directed towards SCAG and does not apply to the Project.</p>
<p><b>2016-2040 RTP/SCS Land Use Policy 3</b> Develop “Complete Communities.”</p>	<p><b>Consistent.</b> SCAG describes the development of “complete communities” to provide areas that encourage households to be developed with a range of mobility options to complete short trips. The 2016-2040 RTP/SCS supports the creation of these districts through a concentration of activities with housing, employment, and a mix of retail and services, located in close proximity to each other, where most daily needs can be met within a short distance of home, providing residents with the opportunity to patronize their local area and run daily errands by walking or cycling rather than traveling by automobile.<sup>10</sup></p> <p>As stated above, the Project involves the development of a 5-story, mixed-use affordable housing building consisting 63 affordable units and one market rate manager's unit, 2,443 square feet of ground floor commercial space, and 50 total automobile parking spaces in a one level subterranean parking garage in a transit-rich area. The Project Site’s location near mass transit and in proximity to services, retail stores, and employment opportunities promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Therefore, the Project would be consistent with the SCAG’s goals of increasing mixed commercial/residential uses in transit-rich areas near services, retail, and employment opportunities to reduce vehicles-per-miles traveled.</p>

<sup>9</sup> The 2016-2040 RTP/SCS reaffirms the 2008 Advisory Land Use Policies that were incorporated into the 2012-2035 RTP/SCS. The complete language from the original SCAG Advisory Land Use Policies is “Identify strategic centers based on a three-tiered system of existing, planned and potential relative to transportation infrastructure. This strategy more effectively integrates land use planning and transportation investment.” A more detailed description of these strategies and policies can be found on pages 90–92 of the SCAG 2008 Regional Transportation Plan, adopted in May 2008.

<sup>10</sup> SCAG, 2016-2040 RTP/SCS, April 2016 (page 79).

**Table III-1  
Consistency Analysis with the 2016-2040  
Regional Transportation Plan / Sustainable Community Strategy**

Goals and Policies	Consistency Assessment
<p><b>2016-2040 RTP/SCS Land Use Policy 4</b> Develop nodes on a corridor.</p>	<p><b>Not Applicable.</b> The 2016-2040 RTP/SCS describes nodes as mixed-use development centers at key locations that meet most of residents' daily needs and that support livable corridors. This policy is directed towards SCAG and City goals to identify and develop locations that promote nodes. Nevertheless, the Project is located within a HQTAs and a TPA. The Project's design and location encourages the use of alternative transportation and walking and bicycling opportunities.</p>
<p><b>2016-2040 RTP/SCS Land Use Policy 5</b> Plan for additional housing and jobs near transit.</p>	<p><b>Consistent.</b> As stated above, the Project involves the development of a 5-story, mixed-use affordable housing building consisting 63 affordable units and one market rate manager's unit, 2,443 square feet of ground floor commercial space, and 50 total automobile parking spaces in a one level subterranean parking garage in an HQTAs and a TPA. The Project would be incorporated into the Metro Soto Station Plaza which provides service for the Metro Gold Line. Moreover, the Project is served by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770, and Montebello bus line 40. In addition, the Project would provide 66 bicycle spaces. These services would promote the use of a variety of transportation options, which includes walking, biking, and the use of public transportation.</p>
<p><b>2016-2040 RTP/SCS Land Use Policy 6</b> Plan for changing demand in types of housing.</p>	<p><b>Consistent.</b> The Project involves the development of a 5-story, mixed-use affordable housing building that would provide 63 affordable units and one market rate manager's unit. The Project's units would be comprised of 13 studios, 18 one-bedrooms, 17 two-bedrooms, and 16 three-bedrooms. The range in unit sizes would serve to contribute to a range of housing choices and would be available to all persons, including residents in the Project area.</p>
<p><b>2016-2040 RTP/SCS Land Use Policy 7</b> Continue to protect stable, existing single-family areas.</p>	<p><b>Consistent.</b> The Project would not demolish any existing single-family homes. The Project site is located in an area that is developed with single-family residences and two of the six project parcels are zoned for residential development. As discussed in Section V and VI of this SCEA, no significant environmental impacts have been identified with the proposed Project that would affect the existing single-family homes in the area.</p>
<p><b>2016-2040 RTP/SCS Land Use Policy 8</b> Ensure adequate access to open space and preservation of habitat.</p>	<p><b>Not Applicable.</b> This Land Use Policy is directed towards SCAG and does not apply to the Project. Nevertheless, the Project Site is located within an urbanized area within the City of Los Angeles and is primarily vacant aside from the existing Soto Metro Station. As discussed in Sections V and VI of this SCEA, there are no special status species, habitats, or areas with potential habitat on the Project Site. The project would result in the installation of 16 new trees and 3,321 square feet of landscaping. The Project would provide 8,171 square feet of open space that exceeds the required amount pursuant to the LAMC.</p>
<p><b>2016-2040 RTP/SCS Land Use Policy 9</b> Incorporate local input and feedback on future growth.</p>	<p><b>Not Applicable.</b> This Land Use Policy is directed towards SCAG and does not apply to the Project.</p>

**Table III-1  
Consistency Analysis with the 2016-2040  
Regional Transportation Plan / Sustainable Community Strategy**

Goals and Policies	Consistency Assessment
<p><b>2016-2040 RTP/SCS Benefit 1:</b> The RTP/SCS will promote the development of better places to live and work through measures that encourage more compact development in certain areas of the region, varied housing options, bicycle and pedestrian improvements, and efficient transportation infrastructure.</p>	<p><b>Consistent.</b> The Project will provide 63 affordable residential units and one market rate manager's unit ranging in size and the number of bedrooms, which would provide varied housing options in the area. In addition, the Project will provide bicycle parking and various pedestrian-oriented improvements, including improved sidewalks and active ground floor uses adjacent to the Metro Soto Station Plaza.</p>
<p><b>2016 RTP/SCS Benefit 2:</b> The RTP/SCS will encourage strategic transportation investments that add appropriate capacity and improve critical road conditions in the region, increase transit capacity and expand mobility options. Meanwhile, the Plan outlines strategies for developing land in coming decades that will place destinations closer together, thereby decreasing the time and cost of traveling between them</p>	<p><b>Not Applicable.</b> Benefit 2 is directed towards SCAG and not does apply to the Project.</p>
<p><b>2016 RTP/SCS Benefit 3:</b> The RTP/SCS is expected to result in less energy and water consumption across the region, as well as lower transportation costs for households</p>	<p><b>Consistent.</b> The Project includes numerous energy-efficient design features, such as energy star rated appliances. It will comply with the City of Los Angeles Green Building Code and the California Green Building Code, including at least five percent of all parking spaces on-site shall include electric vehicle (EV) charging stations. The Project's incorporation of bicycle- and pedestrian-friendly elements and location near various bus lines and the Metro Soto Station Plaza will provide future residents with various affordable transportation options.</p>
<p><b>2016 RTP/SCS Benefit 4:</b> Improved placemaking and strategic transportation investments will help improve air quality; improve health as people have more opportunities to bicycle, walk and pursue other active alternatives to driving; and better protect natural lands as new growth is concentrated in existing urban and suburban areas.</p>	<p><b>Not Applicable.</b> Benefit 4 is directed towards SCAG and does not apply to the Project. Nonetheless, the Project will encourage improved access and mobility by providing residential and commercial uses close to transit and retail opportunities. The Project's location in an urban area will provide residents with retail and dining options that are easily accessible on foot or by bicycle. In addition, the Project's access to various transit options will encourage the use of existing and proposed mass transit. The Project also includes 8,171 square feet of open space including a central courtyard, community terrace, roof terrace, community room, exercise room, and private balconies</p>
<p><i>Source: Southern California Association of Governments, 2016-2040 RTP/SCS, April 2016.</i></p>	

***Consistency with Criterion #2: Based on total building square footage, the Project contains at least 50 percent residential use.***

The Project includes the construction of a total floor area of 77,945 square feet including 2,443 square feet of ground floor commercial space. As such, the Project's 64 residential units (75,155 square feet) would cover over 50 percent of the floor area. As such, the Project would be consistent with this Criterion.

***Consistency with Criterion #3: The Project includes a minimum net density of at least 20 dwelling units per acre.***

The Project Site is approximately 1.08 acres before street dedications. The Project includes 64 residential units; as such, the Project provides approximately 61 dwelling units per acre. As such, the Project would be consistent with this Criterion.

***Consistency with Criterion #4: The Project Site is located within one-half mile of a major transit stop or high-quality transit corridor included in the 2016-2040 RTP/SCS.***

PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods."

The Project Site encompasses the Metro Soto Station Plaza which provides service for the Metro Gold Line. Therefore, the Project is located within one-half mile of a major transit stop. Additionally, the Project is served by Metro bus lines 30/330, 68, 106, 251, 252, 605, 751, and 770, and Montebello bus line 40. As shown in Figure III-2 and Figure III-3, the 2016-2040 RTP/SCS identifies the Project Site as being within an existing and future HQT. Therefore, the Project is located within a high-quality transit corridor. The Project is consistent with this Criterion.

### **3. SB 375 STREAMLINING BENEFITS**

Pursuant to PRC Section 21155.2(a), if the Project incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports and adopted in findings made pursuant to PRC Section 21081, shall be eligible for either the provisions of subdivision (b) (sustainable communities environmental assessment) or (c) (limited analysis EIR). The Project would follow subdivision (b), and the Project would be reviewed through a Sustainable Communities Environmental Assessment (SCEA), which provides streamlining benefits.

PRC Section 21155.2(b) states that an initial study shall be prepared to identify all significant or potentially significant impacts of the transit priority project, other than those which do not need to be reviewed pursuant to Section 21159.28 based on substantial evidence in light of the whole record. The initial study shall identify any cumulative effects that have been adequately addressed and mitigated pursuant to the requirements of this division in prior applicable certified environmental impact reports. Where the lead agency determines that a cumulative effect has been adequately addressed and mitigated, that cumulative effect shall not be treated as cumulatively considerable. As such streamlining benefits include:

1. Cumulative effects that have been adequately addressed and mitigated in prior applicable certified environmental impact reports shall not be treated as cumulatively considerable for the Project (PRC Section 21155.2(b)(1));
2. Growth-inducing impacts are not required to be referenced, described, or discussed (PRC Section 21159.28(a));

3. Project-specific or cumulative impacts from cars and light-duty truck trips generated by the Project on global warming or the regional transportation network are not required to be referenced, described, or discussed (PRC Section 21159.28(a));
4. Reduced density alternatives are not required to be referenced, described, or discussed to address the effects of car and light-duty truck trips generated by the Project (PRC Section 21159.28(b)).

The City of Los Angeles, Department of City Planning would incorporate all applicable streamlining benefits in the environmental review of the Project.

#### **4. SCOPE OF ANALYSIS**

Pursuant to PRC Section 21155.2(b), the SCEA is required to identify all significant or potentially significant impacts of the transit priority project, other than those which do not need to be reviewed pursuant to Section 21159.28 based on substantial evidence in light of the whole record. The SCEA would also be required to identify any cumulative effects that have been adequately addressed and mitigated in prior applicable certified environmental impact reports. As such, the SCEA would analyze the following topics:

- |                                       |  |
|---------------------------------------|--|
| 1. Aesthetics                         | 12. Mineral Resources                  |
| 2. Agriculture and Forestry Resources | 13. Noise                              |
| 3. Air Quality                        | 14. Population and Housing             |
| 4. Biological Resources               | 15. Public Services                    |
| 5. Cultural Resources                 | 16. Recreation                         |
| 6. Energy                             | 17. Transportation                     |
| 7. Geology and Soils                  | 18. Tribal Cultural Resources          |
| 8. Greenhouse Gas Emissions           | 19. Utilities and Service Systems      |
| 9. Hazards and Hazardous Materials    | 20. Wildfire                           |
| 10. Hydrology and Water Quality       | 21. Mandatory Findings of Significance |
| 11. Land Use and Planning             |  |